

← H100S **KANSAS CITY** NORTH → **SECTIONAL AERONAUTICAL CHART** **SCALE 1:500,000**

Lambert Conformal Conic Projection Standard Parallels 33°20' and 38°40'
Topographic data corrected to April 1989

42ND EDITION June 29, 1989

Includes airspace amendments effective June 7, 1989
and all other aeronautical data received by May 4, 1989

Consult appropriate NOTAMS and Flight Information
Publications for supplemental data and current information.

This chart will become OBSOLETE FOR USE IN NAVIGATION upon publication of
the next edition scheduled for DECEMBER 14, 1989

PUBLISHED IN ACCORDANCE WITH INTER-AGENCY AIR CARTOGRAPHIC COMMITTEE
SPECIFICATIONS AND AGREEMENTS APPROVED BY:

DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION • DEPARTMENT OF COMMERCE



—ATTENTION—
THIS CHART CONTAINS MAXIMUM
ELEVATION FIGURES (MEF). The
Maximum Elevation Figures shown in
quadrangles bounded by ticked lines
of latitude and longitude are repre-
sented in THOUSANDS and HUNDREDS
of feet above mean sea level. The MEF
is based on information available con-
cerning the highest known feature in
each quadrangle, including terrain and
obstructions (trees, towers, antennas, etc.).

Example 12,500 feet

12⁵

CONTOUR INTERVAL 500 feet
Intermediate contour 250 feet

HIGHEST TERRAIN elevation is 2430 feet
located at 36°05'N - 93°22'W

Critical elevation 4254

Approximate elevation 3200

Doubtful locations are indicated by omission
of the point locator (dot or "x")

Critical elevation 4254

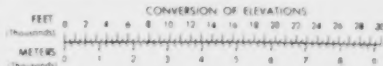
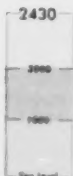
MILITARY TRAINING ROUTES (MTR):

All IR and VR MTRs are shown, and may extend from the surface upwards. Only
the route centerline, direction of flight along the route and the route designator
are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are
reissued every 5 months, you are cautioned and advised to contact the nearest
FSS for route dimensions and current status for those routes affecting your
flight.

Routes with a change in the alignment of the charted route centerline will be
indicated in the Aeronautical Chart Bulletin of the Airport/Facility Directory.
Also, the VFR Wall Planning Chart is issued every 56 days and displays current
route configurations and a composite tabulation of altitudes along these routes.

Military Pilots refer to Area Planning AP/18 Military Training Route North and
South America for current routes.



Published at Washington, D.C.

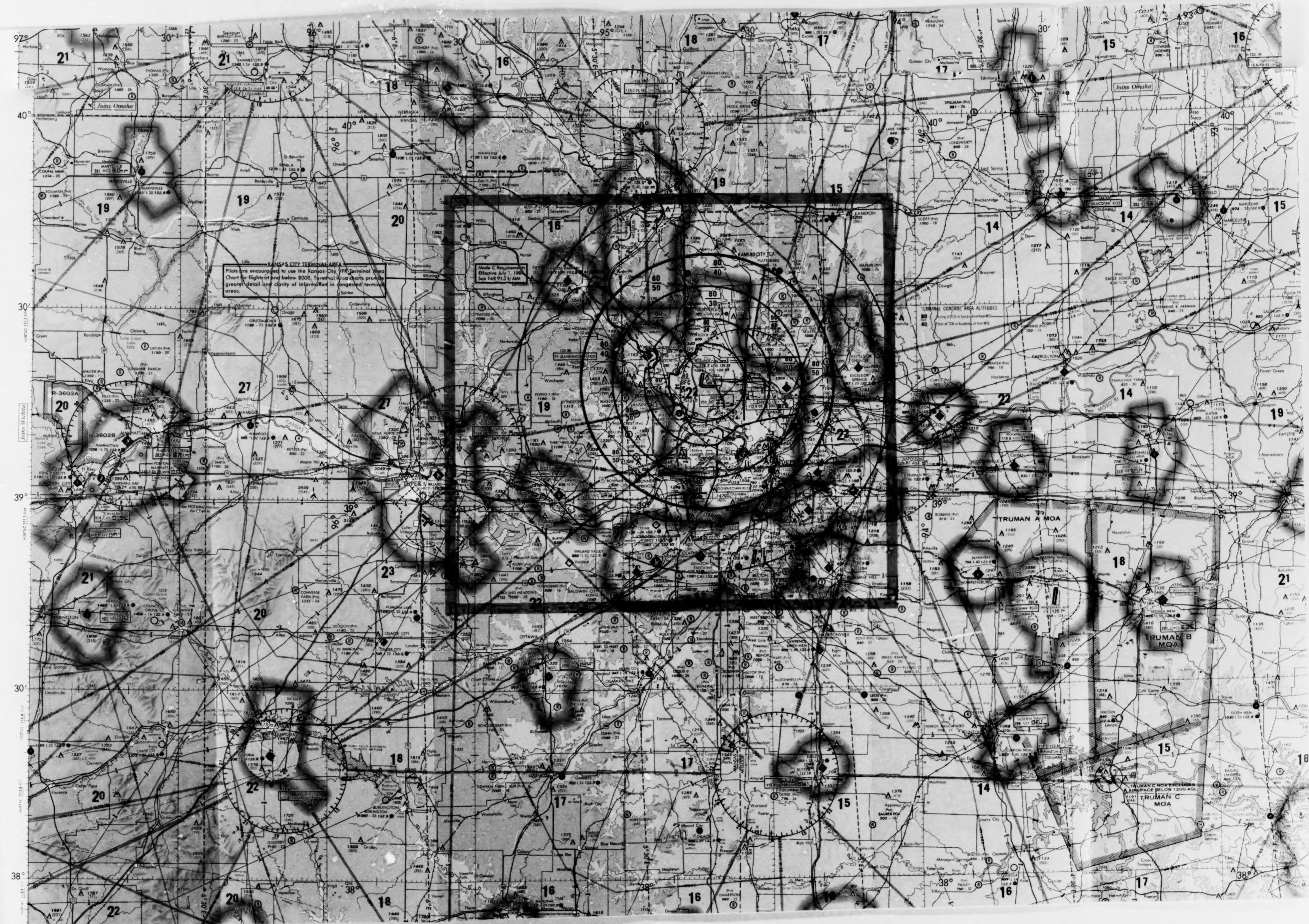
U.S. Department of Commerce

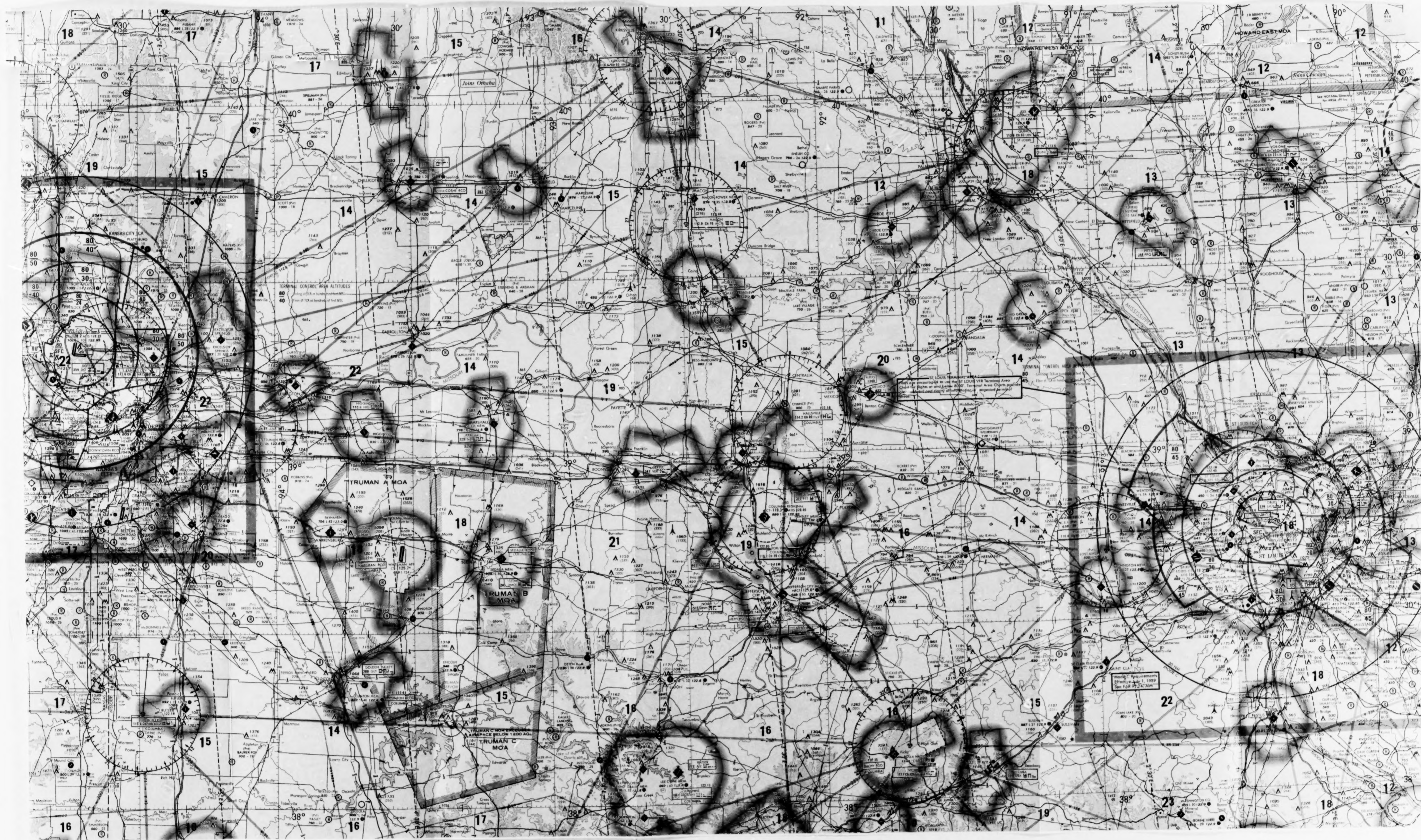
National Oceanic and Atmospheric Administration

National Ocean Service



C55-416/11:





Unless otherwise noted, altitudes are MSL and, in fact, time is local.
Contact nearest FSS for information.
Other time by NCEM contact FSS.

MOA NAME	ALTITUDE OF SITE	TIME OF USE	CONTROLLING AGENCY
LAUREL A	300-450,000	0900-1800 TUE-SAT	2001 CNDP
LAUREL B	100-450-10,000	0900-1800 TUE-SAT	2001 CNDP
LAUREL HIGH	4000-10,000	0900-1800 TUE-SAT	2001 CNDP
		17:00-18:00 SUN SAT & SUN	2001 CNDP
		09:00-18:00 MON-FRIEDNESDAY	2001 CNDP
		SCHOOL TIME TUE TO MON-FRI	2001 CNDP
		06:00-18:00 TUE-SAT	2001 CNDP
		SUN	2001 CNDP
LAUREL	10,000 TO 15,000	09:00-18:00 MON-FRI	2001 CNDP
LAUREL A, B, C	8000	07:00-18:00 MON-FRI	2001 CNDP
LAUREL A, B, C	10,000	07:00-20:00 TUE-SAT	2001 CNDP
LAUREL B	10,000	06:00-18:00 TUE-SAT	2001 CNDP
LAUREL B	5000	06:00-18:00 TUE-SAT	2001 CNDP
LAUREL	SUMMIT TO 10,000	06:00-18:00 TUE-SAT	2001 CNDP
LAUREL C	10,000	06:00-18:00 TUE-SAT	2001 CNDP
LAUREL A, B	5000	06:00-18:00 TUE-SAT	2001 CNDP
LAUREL A	4000	06:00-18:00 TUE-SAT	2001 CNDP
LAUREL A	4000	06:00-18:00 TUE-SAT	2001 CNDP
LAUREL A	4000	06:00-18:00 TUE-SAT	2001 CNDP

Argument about Argument frequency was indicated on the sheet by the letter "C" followed by the primary VHF local control frequency. Selected transmitting frequencies for each control tower are tabulated in the following system, the low to medium transmitting frequency is listed first followed by a VHF local control frequency, and the primary VHF and UHF transmitting frequencies when these frequencies are available. An asterisk (*) follows the port tower frequency, denoting it is the controlling tower. See FTS for use on Argument Addressing (tower ARRG) during tower transfer is closed. Minor changes are listed in the Radio call provided if different tower frequency exists.

TCA, ARSA, TRSA, AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

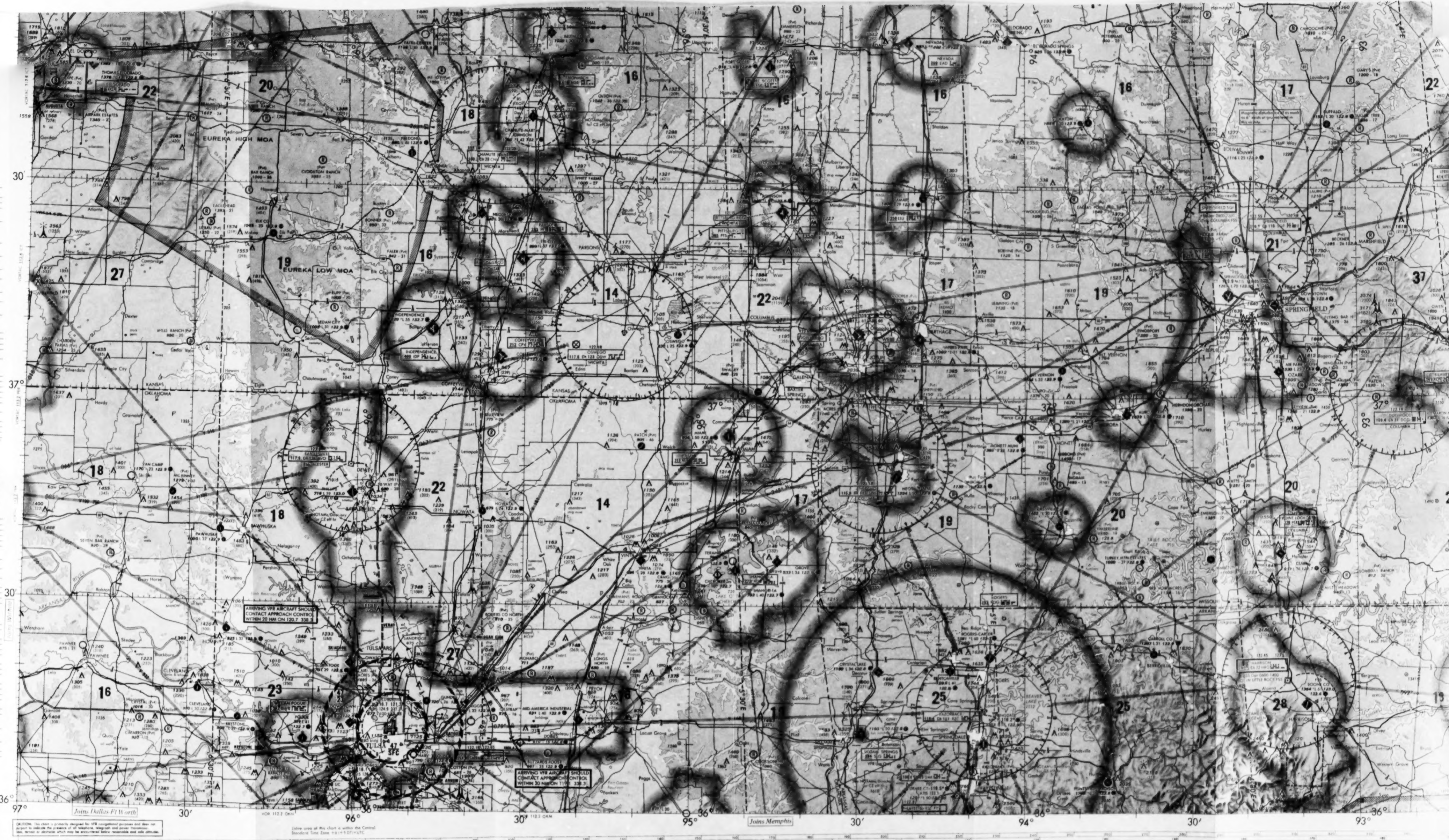
There are approximately two minutes of latitude overlap between the north and south sides of each sectional WAC chart. To plot a course line from one side to the other, the user must first draw two "match lines" that are common to both sides. On the north side connect the tick marks of the most southern minute of latitude and on the south side connect the marks of the most northern minute of latitude. These "match lines" must have the same latitude on both the north and south sides.

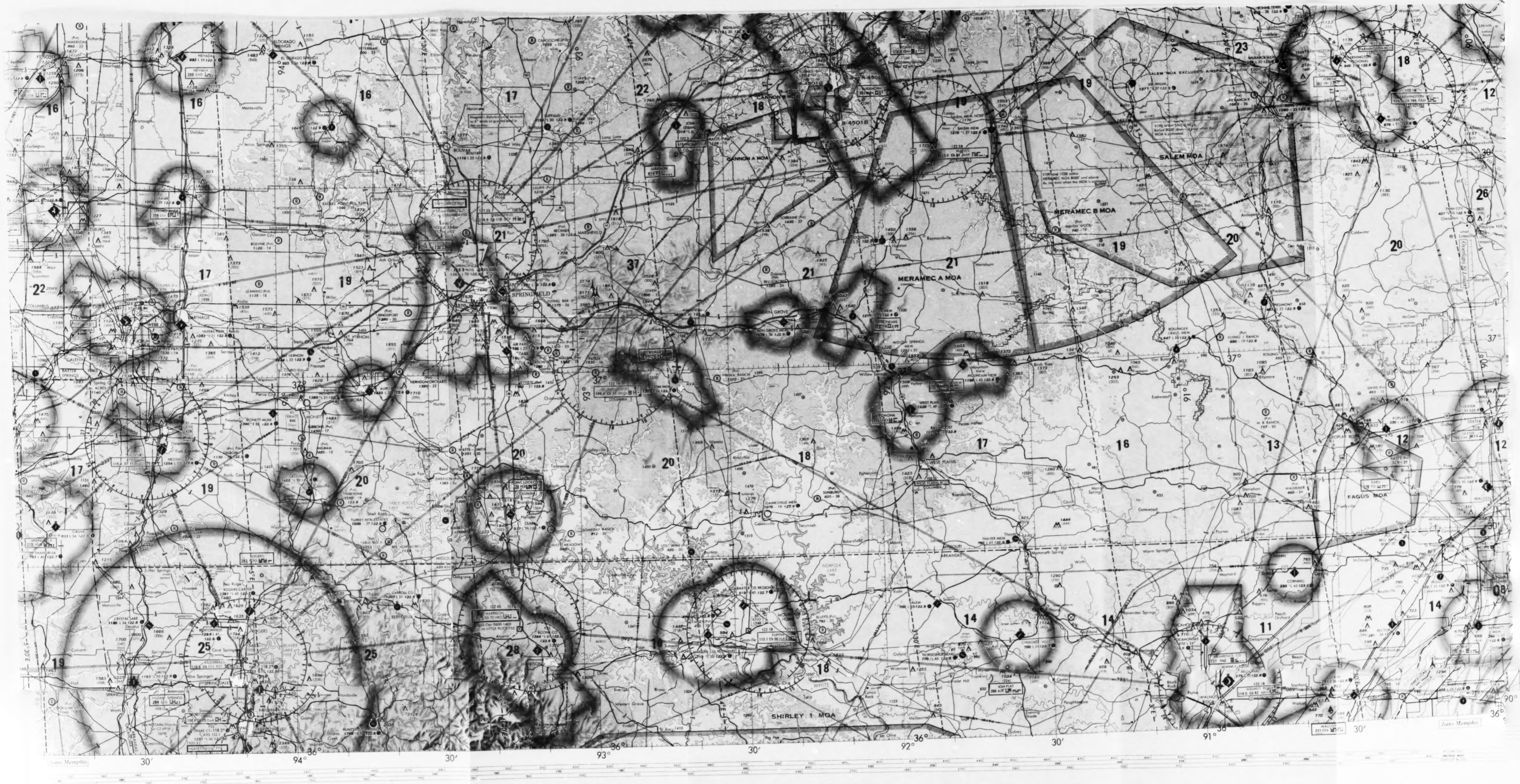
Step No. 1

On the side of the chart having a terminal point nearest the match line, place a sheet of paper (or chart) so that one edge corresponds to the match line while another edge intersects Terminal Point 1. Make a mark on the edge of the paper at Terminal Point 1 (Mark "A" as illustrated) and also another mark on the chart extending from its match line to the match line of the chart (Mark "B" as illustrated).

The diagram illustrates the first step of the process. It shows a horizontal line representing a match line. Above this line, a rectangular area represents a 'Sheet of paper' or 'chart'. The top edge of this sheet is labeled 'NORTH SIDE'. The bottom edge of the sheet is labeled 'MATCH LINE'. A point on the match line is labeled 'Terminal Point 1'. A horizontal line segment extends from the match line to the right, labeled 'MATCH LINE'. A vertical line segment extends from the match line down to the match line of the sheet, labeled 'MATCH LINE'. A point on the match line of the sheet is labeled 'MARK A'. A point on the match line of the sheet is labeled 'MARK B'. A dashed line connects 'MARK A' to 'MARK B'.

Turn chart over and transfer Point "C" from the south side to the north side. (This can be done by measuring the distance from Mark "B" to Point "C" along the match line from the south side, and transferring this distance to Point "C" on the north side.)





REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS.
U.S. Fish and Wildlife Service Areas, and U.S. Forest Service Areas.
The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, or U.S. Forest Service without authorization from the respective agency. Exceptions include:
1) when forced to land due to an emergency beyond the control of the operator; 2) at officially designated landing sites; or 3) at an approved official business of the Federal Government.
All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following National Park Service, National Wildlife Refuge, Big Game Refuge, Game Range and Wildlife Refuge administered by the U.S. Fish and Wildlife Service, and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36C, "Visual Flight Rules (VFR) Flight Near Noise Sensitive Areas," defines the surface as the highest terrain within 2,000 feet laterally of the route of flight, or the uppermost rim of a canyon or valley.
Federal regulations also prohibit conduct by persons or other means of persons, cargo, or objects from aircraft or lands administered by the above agencies without authorization from the respective agency. Exceptions include:
1) emergencies involving the safety of human life; or 2) threat of serious property loss.
Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, and U.S. Forest Service Wilderness and Primitive areas.

Unpublished airports within the United States extend up to 14,000 feet MSL. All airports within the altitude of 14,000 feet MSL are shown on this chart, including the airports listed below. All airports within the altitude of 14,000 feet MSL are shown on this chart, including the airports listed below.

NOTES TO USERS OF THIS CHART
This chart is published by the National Aeronautics and Space Administration (NASA) and is available to the public at no charge. It is published by the National Aeronautics and Space Administration (NASA) and is available to the public at no charge. It is published by the National Aeronautics and Space Administration (NASA) and is available to the public at no charge.